



**D Street to M Street project:
Looking West to South Tacoma Way**

June 2012

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Program Summary

Scope: The Sounder Commuter Rail program, when completed, will provide commuter rail service to 12 stations along an 83-mile corridor, primarily owned by BNSF, between Everett in Snohomish County and Lakewood in Pierce County. The Sounder capital projects are grouped within three segments of the corridor: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. BNSF owns the right-of-way between Everett and Tacoma. Sound Transit owns about 8.2 miles of right-of-way at the south end of the corridor between Lakewood and Tacoma.

With the voter approval of Sound Transit 2 (ST2), system-wide program elements, including station access improvements and a Sounder Yard and Shops facility, are also being planned.

Budget (2012): \$1,529 million (does not include design/construction elements for ST2 system-wide enhancements)

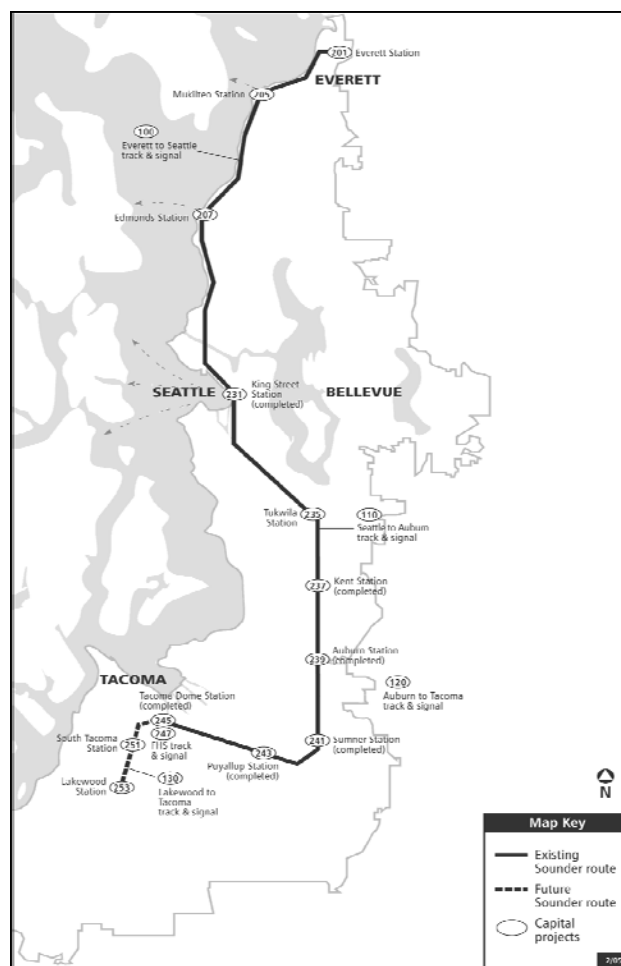
Schedule: Service is fully implemented between Everett and Tacoma at 10 stations; service will be implemented between Tacoma and Lakewood with service at stations in South Tacoma and Lakewood in 2012.

In Service: Four round-trips (four trains) between Everett and Seattle with service at stations in Everett, Mukilteo, Edmonds and Seattle; nine round-trips (five trains) between Seattle and Tacoma with service at stations in Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila and Seattle. Four additional round-trips (two trains) between Seattle and Tacoma were approved with the passage of ST2; the schedule for implementing these trips is being developed.

Program Overview

Everett-to-Seattle: Projects include three stations and purchase of four right-of-way easements for implementation of peak hour commuter rail service for four round-trips and special-event service for weekend sports and community events on a 35-mile segment of BNSF's rail corridor. Sound Transit funded construction of track capacity improvements by BNSF which included upgrades to the signals and control systems, crossing safety and track. Sound Transit completed environmental permitting and recently initiated construction of the final environmental mitigation measures to support the track improvements completed by BNSF.

Seattle-to-Tacoma: Projects include seven stations, implementation of peak hour commuter rail service for nine round-trips, and special-event service for weekend sports and community events on a 40-mile segment of the BNSF rail corridor. Sound Transit funded construction of track capacity improvements by BNSF which included upgrades to the signals and control systems, crossing safety and track. Sound Transit constructed a new rail segment between Reservation Junction on the BNSF line and the Tacoma



Map of the three segments between Everett and Lakewood.

Dome Station. Perpetual use easements for four additional round-trips (two trains) between Seattle and Tacoma were included in ST2. Three of these easements have been acquired; the fourth will be acquired within one year.

Tacoma-to-Lakewood: Projects include two stations, implementation of peak-hour commuter rail service for nine round-trips, and special-event service for weekend sports and community events on an 8.2-mile rail corridor. Sound Transit completed improvements of seven miles of existing rail corridor, and is finalizing construction of an additional 1.2 miles of new track. Extension of the track from the Tacoma Dome Station to Lakewood will allow continuation of the service to and from Seattle.

System-Wide: With the passage of ST2, the voters approved system-wide enhancements including improvements to station access and the development of a maintenance base for Sounder vehicles. Planning activities for these enhancements are currently underway.

Key Program Issues

- Potential environmental mitigation requirements for Easement 4 Sounder South Expanded Service may impact project scope, schedule and budget.
- Strategies continue to be evaluated for contractor procurement for the implementation of the Positive Train Control system required by federal regulation for all passenger rail systems.
- Design refinements of the South Platform of Mukilteo Station have impacted project schedule and budget; construction is now planned to begin late in the 1st Quarter of 2013.

Program Cost Summary

Program cost information by project phase is summarized below. Lifetime budgets reflect the Adopted 2012 phase level budgets; for ST2 projects, the lifetime budget includes funding only for project phases that have been approved by the Board of Directors. For example, the Sounder Yard and Shops project is funded only through preliminary engineering; approval for the final design and construction budgets will be requested upon completion of preliminary engineering and refinement of cost estimates. For contracts not yet awarded or in the early stages of execution, cost forecasts assume that the full contingency assigned to a given contract (i.e., allocated contingency) will be expended.

Unallocated contingency is a positive variance. The contingency represents an allowance for changes that may be encountered during project execution. Variances between the EFC and the Lifetime Budget represent current information and are reflective of funding levels identified in the Adopted 2012 budget.

(Table figures in thousands. Variances are due to rounding.)

Phase	Lifetime Budget	Commitment to Date	Paid to Date	Estimated Final Cost (EFC)	Lifetime Budget vs. EFC
Agency Administration	\$68,082	\$54,890	\$54,947	\$68,082	\$0
Pre Engineering / Env Review	\$34,666	\$28,346	\$27,923	\$34,666	\$0
Final Design & Specs	\$59,699	\$52,680	\$50,035	\$59,699	\$0
Third Party Agreements	\$8,670	\$846	\$489	\$8,670	\$0
ROW Acquisition & Permits	\$577,288	\$521,083	\$520,871	\$577,288	\$0
Construction	\$634,319	\$562,040	\$561,839	\$634,319	\$0
Construction Management	\$10,942	\$7,426	\$4,203	\$10,942	\$0
Vehicles	\$134,504	\$134,503	\$134,503	\$134,504	\$0
Start-up & Testing	\$84	\$59	\$0	\$84	\$0
Contingency	\$413	\$0	\$0	\$413	\$0
CIP Project Total	\$1,528,667	\$1,361,871	\$1,354,810	\$1,528,667	\$0
Program Reserve	\$0	\$0	\$0	\$0	\$0
CIP Program Total	\$1,528,667	\$1,361,871	\$1,354,810	\$1,528,667	\$0

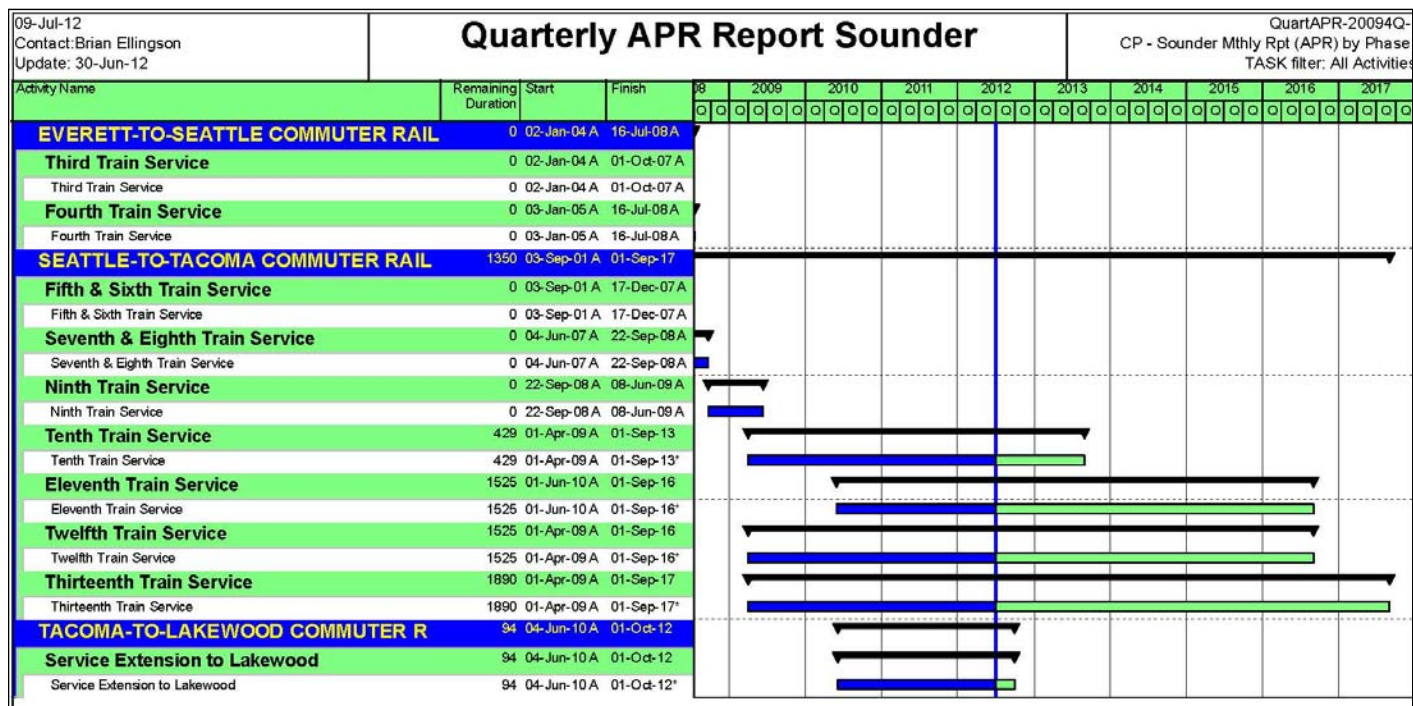
Significant variances compared to prior reporting period.

- Commitment to date increased \$61.3 million for payment obligations to BNSF for acquisition of Easement 3 and financial deposit for acquisition of Easement 4 for the Sounder South Expanded Service project and for the environmental mitigation construction project in the Seattle to Everett Corridor. (Under ST2 four (4) perpetual easements are being acquired from BNSF to expand Sounder service in the South Corridor.)
- Paid to date increased \$78.1 million with deposits for Easements 3 and 4 and payment for Easement 4 for the Sounder South Expanded Service project, and progress payments for signal construction along the M Street to Lakewood corridor, line segment construction between D Street and M Street in Tacoma and design efforts on the Mukilteo and Tukwila Stations and Lakewood Layover.

The Sounder program no longer has available Program Reserves.

Overview

The Sounder Program is scheduled to complete its service start up to Lakewood milestone by the end of 2012; expanded service milestones in the south corridor are scheduled to be completed by 2017.



The critical path of activities to be completed for the Tacoma-to-Lakewood improvements is determined by the construction of D Street-to-M Street track and signal improvements.

Sounder maintains an updated project schedule for each of the projects within the rail corridor. The updated schedules reflect changes compared to the baseline.

Major new contracts awarded during this reporting period are listed in the table below.

Contractor	Scope	Amount (thousands)	Award Date
Northwest Construction	Construction of the Christofferson Fill Pad (M2012-27)	\$854	May
Mowat Construction	Construction services for cleaning, painting and repair to the South 66 th Street Trestle within the M Street to Lakewood Track & Signal Project (M2012-30)	\$568	May

Third-Party Agreements

Seattle-to-Tacoma

FRA / WSDOT

Negotiations are complete on a term sheet for a \$7.8 million construction and maintenance funding agreement for Tukwila Station. The agreement will go to the Board in the 3rd Quarter 2012 after the FRA has approved the final plan set for construction.

Tacoma-to-Lakewood

WSDOT / Amtrak / FRA

Negotiations continue for a Service Outcomes Agreement (SOA) and Stakeholder Agreement for investment of High-Speed Passenger Rail grant money into the corridor. The SOA will capture Sound Transit's commitment to continued maintenance and operation of the corridor, and the Stakeholder Agreement will provide funding for construction on the D Street-to-M Street project and the State's Point Defiance Bypass project. Delays in agreements between FRA and WSDOT, completion of the WSDOT NEPA documentation for their project and three-way negotiations with WSDOT, Amtrak and Sound Transit continue to delay the completion of these agreements.

City of Tacoma

Sound Transit is negotiating the transfer of surplus properties acquired for the D Street-to-M Street project not needed for Sounder operations to the City of Tacoma for redevelopment and maintenance. Sound Transit is awaiting completion of an agreement between the City of Tacoma and ForTerra before we can move this forward. Completion of the transfer will likely not occur until the 2nd Quarter 2013.

Verizon

Sound Transit is currently working with Verizon on a cost reimbursement agreement to adjust utility manholes at the Lakewood Layover project site. Verizon manages the efforts required to raise the utility manholes for AT&T, Level 3, Verizon and Sound Transit at the project site. The work was completed in April 2012.

Construction Safety

No accidents or incidents were reported during the 2nd Quarter 2012.

Quality Assurance

Quality Assurance continues to support the Sounder program through review of design and construction documents and periodic audits of projects in design, construction and operations.

Description	2 nd Quarter 2012	Notes
Audits/Surveillances Performed	1 Audit 1 Surveillance	Audit of D to M Sub-Contractor QA Surveillance of D to M rails & ties placement
Audits/Surveillances Reports Issued	1 Report	QA Surveillance of D to M
Reports in Progress	1 Report	D to M Sub-Contractor Audit
Audits/Surveillances Rescheduled	0 Audits 0 Surveillances	None

Projects at a Glance

Active Projects						
Project	Project Phase	Lifetime Budget	Risk Assessment			Notes
			Scope	Schedule	Budget	
Everett-to-Seattle Corridor \$s in 000						
Mukilteo Station - South Platform	FD	\$11,131	L	L	L	Agreement to lease property required has been reached. Project scheduled to begin construction in 2013.
Permitting & Environmental Mitigation	FD	\$6,679	L	M	L	SCHEDULE: Remaining mitigation includes the construction of the Christofferson fill pad. Construction began in June 2012. Post-construction mitigation monitoring of Deer Creek continues through 2016.
Total		\$17,810				
Seattle-to-Tacoma Corridor \$s in 000						
Tukwila Station - Permanent	FD	\$45,969	M	M	L	SCOPE AND SCHEDULE: The project has been rescoped to reduce conflicts with infrastructure improvements being constructed by the City of Renton. Redesign efforts are proceeding. Construction is scheduled for 2013.
Sounder South Service Expansion	PE/ED	\$193,968	L	M	M	SCHEDULE AND BUDGET: The potential for extensive environmental mitigation presents schedule and budget risks.
Total		\$239,937				
Tacoma-to-Lakewood Corridor \$s in 000						
M Street-Lakewood Track and Signal	CON	\$81,542	L	L	L	Construction was substantially completed in December 2010. Centralized train control installation is budgeted within this project and is being completed by the D to M Street contractor. A small contract has been awarded for aesthetic improvements to the 66th Street Bridge. It is expected to be completed in the 3rd Quarter 2012.

Projects at a Glance (continued)

Active Projects

Project	Project Phase	Lifetime Budget	Risk Assessment			Notes
			Scope	Schedule	Budget	
Tacoma-to-Lakewood Corridor (cont'd) \$s in 000						
D Street-to-M Street Track and Signal	CON	\$161,281	L	M	M	SCHEDULE AND BUDGET: The contractor encountered unanticipated subsurface conditions including a significant volume of contaminated soil, debris and obstructions that impacted schedule and budget. Schedule recovery measures have been implemented. There appears to be sufficient contingency within the overall project to complete all the work.
Positive Train Control (PTC)	PE/ED	\$39,225	L	M	M	SCHEDULE AND BUDGET: Project entails procurement and installation of wayside and vehicle elements of integrated command, control, communications and information systems for controlling train movements. This is new technology being installed under a tight timeline.
Lakewood Station Improvements	PE/ED	\$1,155	L	L	L	Capped Contribution: City of Lakewood is the lead on this project.
Puyallup Station Improvements	PE/ED	\$0.6	L	L	L	Preliminary engineering for station access improvements identified through the Station Access and Demand Study.
Sumner Station Improvements	PE/ED	\$0.6	L	L	L	Preliminary engineering for station access improvements identified through the Station Access and Demand Study.
Pierce County Program Reserve		\$0				
Total		\$283,204				
System-wide Project Elements \$s in 000						
Layover	SYS	\$33,947	L	L	L	Final design has been completed. Construction will begin in late 2012.
Station Access & Demand Study	PE/ED	\$1,170	L	L	L	This study was completed to assess commuter rail passenger access and demand at eight Sounder stations: Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and Lakewood. Scope included identifying opportunities and alternatives to improve access at each station, with decreased reliance on Single-Occupancy Vehicle access.
Lifetime Budget to be determined after PE/ED.						

Projects at a Glance (continued)

Active Projects						
Project	Project Phase	Lifetime Budget	Risk Assessment			Notes
			Scope	Schedule	Budget	
Sounder Yard & Shops Facility <i>Lifetime Budget to be determined after PE/ED.</i>	PE/ED	\$6,912	L	H	H	SCHEDULE AND BUDGET: Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements presenting schedule and budget risks.
Total		\$42,029				
Key						
Risk Assessment		Phases				
L = Low Risk		PE/ED Preliminary Engineering / Environmental Documentation				
M = Medium Risk		FD Final Design				
H = High Risk		CON Construction				
		INS Installation				
		SYS System-wide Component				
		ROW Right-of-Way				
Completed / Closed Projects						
Project		Start of Service				
Everett-to-Seattle Corridor						
Everett Station		2002 (Phase I) 2009 (Phase II)				
Edmonds Station - Temporary		2003				
Edmonds Station		2011				
Mukilteo Station - North Platform		2008				
Everett - Seattle Track and Signal		2008				
Willow Creek Environmental Mitigation		2010				
Seattle-to-Tacoma Corridor						
King Street Station		2000				
Tukwila Station - Interim		2001				
Kent Station		2001				
Boeing Access Road Station		Closed				
Auburn Station		2000				
Sumner Station		2000				
Puyallup Station		2001				
Tacoma Dome Station		2000				
Seattle - Tacoma Track and Signal		2008				
Reservation - Freighthouse		2003 (Phase I, II) 2007 (Phase III)				
Tacoma-to-Lakewood Corridor						
Lakewood CBD		Funding Only				
South Tacoma Station		2009 (Bus Service). Sounder service begins in 2012.				
Lakewood Station		Completed 2008. Service begins in 2012.				
Nisqually - Lakewood Right-of-Way		Funding Only				
System-wide Project Elements						
Everett Layover		2010				
L Street Layover		2009				

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**D Street - M Street
Setting Ties**



Ties - looking toward M Street

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Scope Overview

Sound Transit has purchased four additional commuter rail easements from BNSF to expand service between Seattle and Tacoma. BNSF is responsible for any track and signal improvements and Sound Transit has environmental permitting and mitigation responsibilities.



Track and signal improvements (Everett-to-Seattle shown)

Schedule	Start	Finish
Prelim Engineering	Oct 2010	Aug 2014
Design	Aug 2011	TBD
Construction	TBD	TBD

Scope/Schedule/Budget Variance

None to report at this time.

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$5,650	\$611	\$741
Prelim Engineering	\$563	\$215	\$189
Final Design	\$400	\$0	\$0
Third Party Agreements	\$110	\$0	\$0
ROW Aquisition and Permits	\$187,196	\$142,163	\$142,156
Construction	\$0	\$0	\$0
Contingency	\$50	\$0	\$0
Project Total	\$193,968	\$142,989	\$143,085

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
ESA Adolfson (On-Call)	\$194	PE (Environ.)

Key Activities

Current Quarter

- Responded to review comments on the NEPA documents and Biological Assessment.
- Issued SEPA Environmental Checklist and Determination of Non-Significance.
- Received NEPA Documented Categorical Exclusion final approval from FTA.
- ST Board approved deposits and full payments for Easements 3 and 4.
- Issued addendum to SEPA checklist in response to City of Auburn appeal.

Next Quarter

- Continue defining and evaluating environmental mitigation options.

Closely Monitored Issues

- Schedule may be impacted by as much as 4 to 6 months for required Biological Assessment consultation with natural resource trustees.
- Consultation may require expanding scope leading to more extensive NEPA environmental documentation and impacting schedule and budget.
- Wetland mitigation is required to address wetland impacts with Easement 4; mitigation options are being defined and may impact scope, schedule and budget.

Scope Overview

Develop a comprehensive program of Sounder station access improvements that deprioritizes the automobile as much as is feasible and places priority on accommodating alternative access improvements. Ridership and traffic analyses, environmental scan, alternatives analysis, conceptual design, and community outreach for the Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and Lakewood commuter rail stations have been completed. Access improvement investment programs for each station are being identified and prioritized.



Providing access investment programs for Sounder stations

Schedule	Start	Finish
Prelim Engineering	Aug 2010	Jun 2013
Design	N/A	N/A
Construction	N/A	N/A

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$133	\$144	\$161
Prelim Engineering	\$774	\$699	\$586
Final Design	\$0	\$0	\$0
ROW Aquisition and Permits	\$0	\$0	\$0
Construction	\$0	\$0	\$0
Contingency	\$263	\$0	\$0
Project Total	\$1,170	\$843	\$746

Scope/Schedule/Budget Variance

Preliminary engineering schedule extended from March 2012 to allow more time to validate forecasting model developed during access and demand study.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
URS Corporation	\$698	Planning

Key Activities

Current Quarter

- Provided host cities with final draft for review and comment.
- Continued ongoing stakeholder outreach.
- Updated project website.

Next Quarter

- Continue ongoing stakeholder outreach.
- Issue final study report.

Closely Monitored Issues

- None identified at this time.

Scope Overview

Final planning and analysis, environmental clearance and preliminary engineering for yard and shop facilities to support levels of Sounder service proposed in ST2. The Board has authorized funding to complete preliminary engineering and an environmental determination (EA). Preliminary project development activities (final planning, revised cost estimating and preliminary siting studies) were completed in 2011. Environmental analysis activities have been initiated.



Developing Sounder O&M facilities for ST2

Schedule

Schedule	Start	Finish
Prelim Engineering	Feb 2011	Environ Doc Sep 2014
Design	TBD	
Construction	TBD	

Project Cost (\$s in thousands)

Scope/Schedule/Budget Variance

None to report at this time.

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$846	\$52	\$66
Prelim Engineering	\$5,766	\$807	\$520
Final Design	\$0	\$0	\$0
Third Party Agreements	\$0	\$0	\$0
ROW Aquisition and Permits	\$300	\$25	\$1
Construction	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0
Contingency	\$0	\$0	\$0
Project Total	\$6,912	\$884	\$587

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
Parsons Brinckerhoff	\$2,500	PE/ED

Key Activities

Current Quarter

- Provided briefings to Agency Executive Leadership Team and Board of Directors on preliminary project development activities, site screening, operations planning and life-cycle cost analysis.
- Requested Capital Committee and Board approval of a contract amendment to perform environmental analysis and proceed through Phase Gate 2.

Next Quarter

- Meet with FTA to discuss NEPA environmental process.
- Prepare environmental scoping information and initiate scoping process with FTA concurrence.

Closely Monitored Issues

- Alignment of project scope with budget

Scope Overview

Positive Train Control (PTC) systems are integrated command, control, communications and information systems for controlling train movements. They improve railroad safety by significantly reducing the probability of collisions between trains, casualties to railway workers and over-speed accidents. Federal regulations require passenger train systems be equipped with PTC systems by December 2015, necessitating upgrades to Sounder wayside signals/communications and information management systems as well as installation of on-board equipment. BNSF is installing wayside PTC elements within the Everett to Tacoma corridor; this project includes wayside elements along the Tacoma to Lakewood corridor and modification of locomotives and cab cars.



Improving safety along the Tacoma-to-Lakewood corridor

Schedule	Start	Finish
Prelim Engineering	N/A	N/A
Design	Dec 2012	May 2013
Construction	Apr 2013	Jul 2015

Scope/Schedule/Budget Variance

No variances to report at this time.

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$2,238	\$160	\$203
Prelim Engineering	\$0	\$0	\$0
Final Design	\$5,139	\$194	\$190
Third Party Agreements	\$6,348	\$0	\$0
ROW Aquisition and Permits	\$0	\$0	\$0
Construction	\$23,585	\$0	\$0
Construction Services	\$1,915	\$0	\$0
Project Total	\$39,225	\$354	\$392

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
TBD		

Key Activities

Current Quarter

- Advertised and conducted pre-proposal meetings for the design, installation, testing and commissioning of a fully interoperable PTC system and construction management/engineering support services contracts.
- Updated FRA on status of PTC project.

Next Quarter

- Continue procurement activities for the PTC and the construction and management/engineering support services contracts.

Closely Monitored Issues

- Potential grant funding
- BNSF schedule for their PTC systems

Scope Overview

Sound Transit contracted with BNSF to complete track and signal improvements between Seattle and Everett to allow for Sounder commuter rail service. Sound Transit was required to acquire environmental permits and perform environmental mitigation for all track and signal improvements. The environmental permits were obtained by August 2006 and a number of mitigation projects have been completed. Remaining mitigation includes the construction of the Christofferson fill pad; construction of the fill pad was recently initiated and is expected to be completed by the end of 2012.



Spreading and compacting Christofferson Fill Pad

Schedule

	Start	Finish
Prelim Engineering		
Design	Jan 2007	Aug 2008
Construction	Aug 2010	Dec 2012 Working

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$571	\$477	\$484
Prelim Engineering	\$1,071	\$1,007	\$1,007
Final Design	\$419	\$168	\$110
ROW Aquisition and Permits	\$1,461	\$1,338	\$1,338
Construction	\$3,156	\$1,791	\$773
Contingency	\$0	\$0	\$0
Project Total	\$6,679	\$4,781	\$3,712

Scope/Schedule/Budget Variance

None

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
Northwest Construction	\$854	Construction - Christofferson Fill Pad
KBA	On-Call	Construction Management Services
ESA Adolfson	On-Call	Environmental Services

Key Activities

Current Quarter

- Construction of the Christofferson fill pad began this quarter and is expected to be completed by December 2012.

Next Quarter

- Continue construction of the Christofferson fill pad.
- Maintenance and monitoring work at Deer Creek mitigation site.
- Complete report documenting final wetland and stream impacts and status of mitigation projects for permitting agencies.

Closely Monitored Issues

- Shoreline permit for the Christofferson fill pad was appealed to the Superior Court. The shoreline permit is still valid and the fill pad work is underway, but if Superior Court decides to overturn the Shoreline Hearings Board ruling, completion of the fill pad may be delayed.

Scope Overview

The Mukilteo Station South Platform project includes the second platform, shelter structures, stairs, elevator towers and a pedestrian bridge connecting both platforms.



Artist's rendering of the pedestrian bridge, Mukilteo Station

Schedule

	Start	Finish
Prelim Engineering	Feb 2001	Apr 2005
Design	Aug 2007	Sep 2012
Construction	Mar 2013	Dec 2014 Working

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$621	\$212	\$258
Prelim Engineering	\$0	\$0	\$0
Final Design	\$2,013	\$1,962	\$1,691
Third Party Agreements	\$367	\$0	\$0
ROW Aquisition and Permits	\$309	\$140	\$107
Construction	\$7,131	\$72	\$4
Construction Services	\$690	\$0	\$0
Contingency	\$0	\$0	\$0
Project Total	\$11,131	\$2,386	\$2,060

Scope/Schedule/Budget Variance

The lease for the necessary property has been finalized, allowing construction to proceed.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
AECOM	\$3,106	Final Design

Key Activities

Current Quarter

- Finalized selection of construction management services contractor.
- Scheduled flagging for construction with BNSF.
- Plan for construction advertisement (4th Q 2012).
- Completed BNSF property acquisition.

Next Quarter

- Submit final design package to the City of Mukilteo.
- Advertise project for construction.
- Obtain building permit.
- Finalize construction schedule.

Closely Monitored Issues

- None identified at this time.

Scope Overview

The Tukwila Station will include permanent boarding platforms with canopies, improved pedestrian access, commuter parking improvements, a bus transfer facility, and secure bicycle parking. It will be constructed south of Longacres Way and west of the BNSF railroad tracks.



Artist's rendering of Tukwila Station

Schedule	Start	Finish
Prelim Engineering	Jul 2007	Aug 2009
Design	Jan 2012	Sep 2012 Rev Baseline
Construction	Feb 2013	Oct 2014 Rev Baseline

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$2,600	\$714	\$788
Prelim Engineering	\$1,101	\$1,101	\$1,101
Final Design	\$4,499	\$3,967	\$3,574
Third Party Agreements	\$0	\$0	\$0
ROW Aquisition and Permits	\$11,700	\$8,651	\$8,640
Construction	\$24,369	\$803	\$363
Construction Services	\$1,700	\$1,379	\$37
Contingency	\$0	\$0	\$0
Project Total	\$45,969	\$16,615	\$14,502

Scope/Schedule/Budget Variance

The project was rebaselined within the current adopted budget to reflect the revised design and construction schedule, due to the station location re-design.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
KPFF	\$4,938	PE/ED/FD
Lin & Associates	\$1,379	CM Services

Key Activities

Current Quarter

- Relocated fiber optic for BNSF and AT&T.
- Completed ROW appraisals and offers.
- Re-baselined project.
- Submitted building permit application to City.
- Finalized construction sequencing plans.
- Completed 90% design.

Next Quarter

- Issue building permit application.
- Complete 100% design.
- Attend City council UUP application meeting.
- Complete ROW acquisition.

Closely Monitored Issues

- BNSF third track design schedule
- City of Renton Strander Blvd. extension, including fiber optic relocation

Sounder Commuter Rail D Street-M Street Track and Signal

Scope Overview

The D Street-to-M Street project is constructing a rail connection between the existing Tacoma Dome Station and Sound Transit's Lakeview Subdivision railroad line, upgrading track west to Chandler Street and train and crossing signals to Bridgeport Way in Lakewood. The project's alignment includes a rail bridge over a lowered Pacific Avenue in Tacoma's Dome District and Hillside neighborhoods.



A Street Bridge, looking North

Schedule

	Start	Finish
Prelim Engineering	Sep 2002	Dec 2008 Baseline
Design	Mar 2009	Mar 2010 Baseline
Construction	Aug 2010	May 2012 Baseline

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$9,396	\$7,614	\$7,674
Prelim Engineering	\$1,694	\$1,728	\$1,732
Final Design	\$18,612	\$18,324	\$16,551
Third Party Agreements	\$846	\$846	\$489
ROW Aquisition and Permits	\$44,613	\$41,894	\$41,852
Construction	\$70,948	\$52,553	\$54,027
Construction Services	\$6,218	\$5,662	\$4,166
Vehicles	\$8,953	\$8,953	\$8,953
Contingency	\$0	\$0	\$0
Project Total	\$161,281	\$137,573	\$135,445

Scope/Schedule/Budget Variance

Encounter of unanticipated contaminated soils, underground obstructions, and water in excavations resulted in schedule delay during the early months of the project, some of which has been recovered. The start of revenue service continues to be projected for 4th Q 2012. Added costs for unanticipated conditions remain within project contingency amounts.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
PB Americas	\$14,338	FD/DSDC
Harris and Associates	\$5,562	CM
Mid Mountain	\$55,531	Construction

Key Activities

Current Quarter

- Installed ballast, ties, and trackwork from Chandler Street to Tacoma Dome Station.
- Completed A Street Bridge and lowering of A and South C Streets and South Tacoma Way.
- Continued soil nail and wall facing installation along trackway excavation.
- Continued installation of CTC signalling equipment.

Next Quarter

- Continue construction.
- Continue coordination with FRA and WSDOT Rail to complete Cooperative Agreement for release of \$34.4 million in High Speed Rail grant funding to the project.

Closely Monitored Issues

- Schedule recovery efforts will continue via resequencing of the work to allow Sounder Operations to commission service on track beginning August 2012.
- Continue to negotiate resolution of requests for additional contract time and costs.

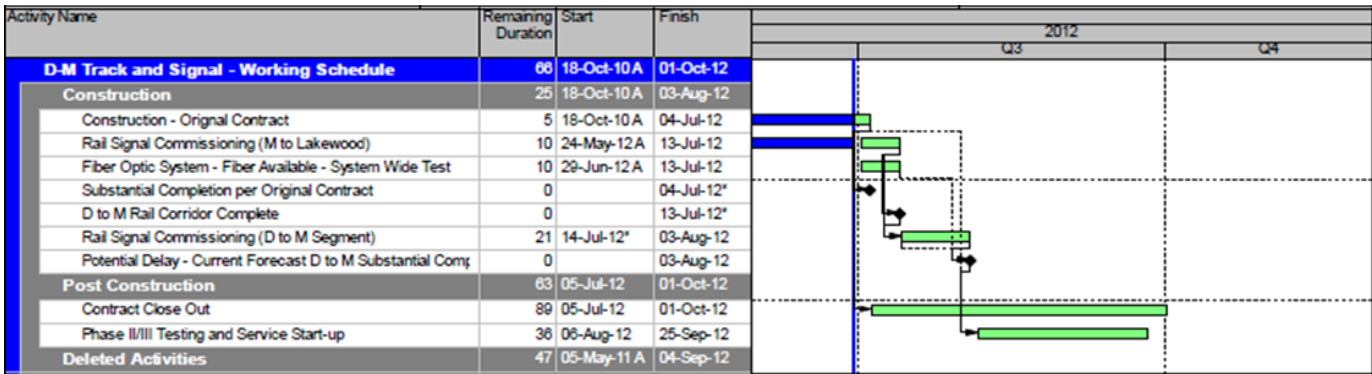
Sounder Commuter Rail D Street-M Street Track and Signal (cont'd)



Construction Progress

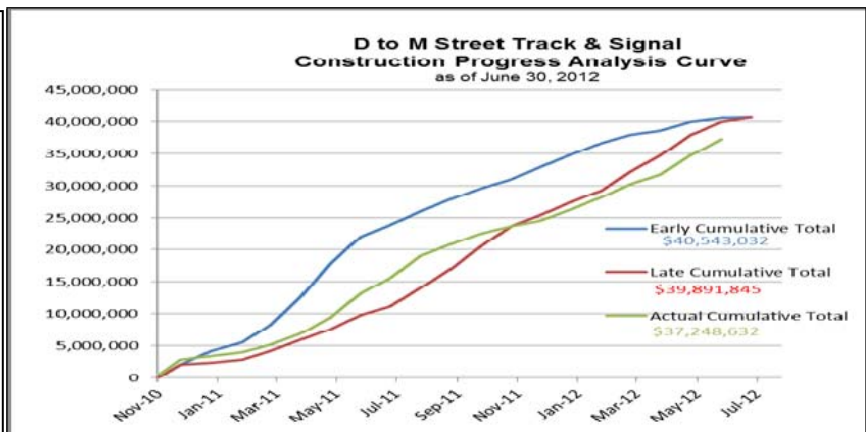
Schedule

The summary schedule reflects the second quarter 2012 status of this project. The contractor has resequenced activities to mitigate for earlier delays. Current forecasts are projecting that the contractor will be complete with the critical rail corridor by August 3, 2012, allowing Sound Transit Operations to commence vehicle testing.



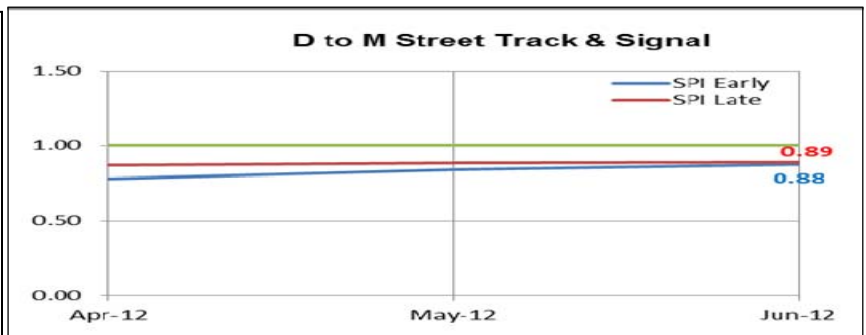
Progress Analysis

Actual construction expenditures compared to the early/late cash flow projections indicate that construction is 87% complete with productivity trending below projected early baseline forecasts as well as below late projections. Negotiations continue to mitigate delays caused by sewer relocation, handling of contaminated soils, ground water and unforeseen utility conflicts that have impacted critical construction activities. Actual expenditures curve is trending into August.



Schedule Performance Index

The Schedule Performance Index (SPI) for the project is trending below 1.0 based on early and late projections. The latest schedule forecast reflects the Contractor is 30 days behind schedule; Sound Transit is working with the Contractor to mitigate schedule delays. The mitigation measures may extend non-critical work into late August.



Construction Cost Summary

The present financial construction cost status is summarized below.

Contract Status	Amount	Contingency Status	Amount
Original Contract Value	\$40,823,190	Authorized Contingency	\$26,732,319
Change Order Value	\$15,722,427	Contingency Drawdown	\$15,722,427
Current Contract Value	\$55,530,617	Contingency Index (Based on additional Board authority increasing contingency)	1.4
Total Actual Cost (Total Incurred*)	\$50,843,269		
% of Authorized Billed to-date	90%		

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